Daily Diary Report by Bid Item

Contract No.: 04-0120F4
Diary #: 408 **Const Calendar Day:** 981 **Date:** 16-May-2012 **Wednesday**
Inspector Name: Brignano, Bob **Title:** Transportation Engineer
Inspection Type:
Shift Hours: **Break:** **Over Time:**
Federal ID:
Location:
Reviewer: Schmitt, Alex **Approved Date:** **Status:** Submit

04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge

Weather

Temperature **7 AM** **12 PM** **4PM**
Precipitation **Condition** overcast

Working Day ☑ If no, explain:

Diary: Dispute ☐

General Comments

CCO 240 SADDLE DIVIDER PLATE BLOCKING; EAST SADDLES:

At the end of the work yesterday, one blocking location (with 4 cells) at the north east saddle remained not completed. At the start of the day, ironworkers Ryan Nash and Mike Portillo along with laborers Jose Avila (part time) and Victor Hernandez are present here. The one remaining location for installation of the blocking includes the most difficult area with a thin gap between the divider plates at the top cell at the west end of the north east saddle. Installation of the final blocking is complete at 0830. Note that blocks consisting of multiple pieces of wood stacked/shimmed are glued together. The ironworkers use the jacks to slightly open up the space between divider plates to install the blocking and then release the jacks to slightly compress the blocking for a tight fit. The laborers use a chop saw and table saw (purchase price on CCO, not rental/charge for duration of work) to cut the timber blocking to the appropriate size. The ironworkers start gluing the blocking in place at the north east deviation saddle and then take tools back to the tool room. The laborers clean up from the timber cutting operation. At approximately 0800, ironworkers Ryan Evanchik and Jonathan Canites come to the east saddles and begin gluing, beginning at the south east saddle and then moving to the north east saddle, completing work approximately 1000. Then there is cleanup before the ironworkers can return to other work at W2. I check the work at the east saddle as the ironworkers add the epoxy, finishing at 1000 - blocking installation and gluing at the east saddles is complete.

CCO 240 SADDLE DIVIDER PLATE BLOCKING; TOWER SADDLE:

Gluing the blocking at the tower saddle was not completed previously. This afternoon (including OT between 1500 and 1700), laborers Jose Avila and Victor Hernandez complete gluing at the tower saddle. I check the work at the tower at the end of the day - blocking installation and gluing at the tower saddle is complete.

CCO 240 AGREED EXTRA WORK ORDER WITH ABF (TOWER SADDLE AND WEST DEVIATION & JACKING SADDLES):

The signed Extra Work Order with ABF is for the following:
Laborer Foreman Jose Avila - 4 hours
Laborer Victor Hernandez - 4 hours Reg, 2 hours OT
Ironworker Ryan Nash - 2.5 hours
Ironworker Mike Portillo - 2.5 hours

Ironworker Ryan Evanchik - 3 hours
Ironworker Jonathan Canites - 3 hours
20 ton pancake jacks (4 each) - 3 hours
14 ton wedge jacks (2 each) - 3 hours
6 hand pumps for the jacks - 3 hours

See the attached Extra Work Order - Signed with ABF for CCO 240 work

CCO 185 WEST DEVIATION SADDLES HOUSING COVER PLATES:

Yesterday the drilling of holes for the drill and tap holes along the top edge of the saddle (saddle base plate) was completed at the north west deviation saddle. This morning, ABF starts the day at the south west deviation saddle by setting up access on the slopped housing plates for the drilling of the holes. Ironworker Mike Draper starts work here first thing in the morning. He is joined by ironworker Rigo Garcia later in the morning. Then, later in the morning, Mike Portillo takes Rigo Garcia's place with the second drill after he finishes CCO 240 work. Ironworker foreman Jim Benninghove is also involved part time today in this operation. Note the difficulty in drilling holes while sitting on the sloped housing plates with the concrete W2 cap beam overhanging the work in close proximity for some of the locations. It takes some effort to get setup at the work location and move to the drill locations along the saddle base plate.

At the north west deviation saddle, ironworker Rigo Garcia works to tap the previously drilled holes along the top edge of the saddle (saddle base plate). Ironworker foreman Jim Benninghove is also involved part time today in this operation. ABF will do most of the tapping of the holes after the housing plates are removed so that the ironworkers can stand on the saddle stem (lower by several feet) rather than on the slopped housing plates.

In the afternoon, ironworkers Jim Benninghove, Ryan Evanchik, Jonathan Canites, Ryan Nash, and Rigo Garcia along with operator Bill Alger and the RT 890E crane remove the north west deviation saddle housing plates now that all the holes along the top edge of the saddle (saddle base plate) have been drilled using the plates as a template. By 1500, 3 of the 7 plates are removed, then ABF takes the afternoon break, and the final plate (7th of 7 plates) is removed by 1600. ABF contends that one installation and one removal of the housing plates is CCO 185 to use the plates as a template for drilling and tapping the holes along the top edge of the saddle (saddle base plate) - today's removal and the next/final installation will be tracked as CCO 185.

After removal of the plates at the north west deviation saddle, Ryan Nash and Rigo Garcia go to Item 60 work described below. Ryan Evanchik and Jonathan Canites work to tap the previously drilled holes along the top edge of the saddle (saddle base plate) at the north west deviation saddle. Note that the end of work is 1700 for being at Pier 7 by 1730 for a 10 hour shift.

This work is included in CCO 185 (previously was in CCO 37S1 but moved) and is per the response to ABF-RFI-002264R00. This CCO does not yet have an agreed lump sum, so an Extra Work Order is signed with ABF is for the following:
Ironworker Foreman Jim Benninghove - 8 hours Reg, 2 hours OT
Ironworker Ryan Evanchik - 3 hours Reg, 2 hours OT
Ironworker Jonathan Canites - 3 hours Reg, 2 hours OT
Ironworker Mike Portillo - 5.5 hours Reg, 2 hours OT
Ironworker Mike Draper - 8 hours Reg, 2 hours OT
Ironworker Ryan Nash - 4.5 hours Reg, 1 hours OT
Ironworker Rigo Garcia - 7 hours Reg, 1 hours OT
Operator Bill Alger - 2 hours OT
2 mag drills - 8 hours Reg, 2 hours OT
RT 890E Crane - 2 hours OT
Materials Purchased - drill bits

Note that ABF records more hours on CCO 185 than I agree and observed. Between CCO 240 and CCO 185, ABF's ironworkers were reported to not have worked on any item work, but as noted below, Item 60 work on the west deviation saddles was performed. I note those activities and reduce the CCO 185 hours on the signed Extra Work Order.

See the attached Extra Work Order - Signed with ABF for CCO 185 work

ITEM 60 ERECT STRUCTURAL STEEL (BRIDGE)(SADDLE):
WEST DEVIATION SADDLES HOUSING COVER PLATES:

For times in the morning and afternoon, ironworkers Jonathan Canites, Ryan Evanchik, Ryan Nash, and Rigo Garcia work at the north and south west deviation saddles to chase shop drill and tap holes to clean them out for the future cover plate installation and id hole misalignments between the ZPMC cover plates and the JSW saddles for slotting of the cover plates.

Then, at the end of the day, after the north west deviation saddle housing plates are removed by 1600, Ryan Nash and Rigo Garcia work on the removed plates to elongate misaligned holes by using a die-grinder and trim some edges that conflict with the adjacent plate with a cutting disk on a disk grinder. Note that these housing plate to saddle bolt connections are not high strength bolt connections - stainless steel cap screws are used at a sealing spacing requirement with a sealing strip of neoprene between the saddle and the plates (what would be the faying surface in a high strength bolt connection). I discuss with ironworker foreman Jim Benninghove that the cut edges will need to have touchup paint, organic zinc. They do not finish this work on the plates by the 1700 stop of work for being at Pier 7 by 1730 for a 10 hour shift.

CCO 202, EAST END ANCHORAGE ACCESS OPENING CLOSURE PLATES;
HIGH STRENGTH FASTENER ASSEMBLY PRE-INSTALLATION TESTING:

LeJeune Bolt Company bolt shipment 155 arrived late yesterday or early today. The material is A490 1" and 1-1/8" diameter Geomet coated material. Bolts, nuts, and washers were delivered, but rocap testing was not performed by the supplier. The nuts were not tapped oversized and the application of the Geomet coating was spray application rather than dip spin. ABF directed this fabrication method for the nuts to expedite the delivery and avoid custom tooling for a custom overtap. As a result, LeJeune Bolt Company would not perform rocap testing. Rocap testing will be performed on site. I examined nut fitup on the bolts and they threaded on by hand, although with some difficulty that is not typical.

From 0900 to 0930, bolt/nut/washer samples are pulled. Only the METS pulling of QA samples for Translab testing is done and ABF's QC sample for the on-site testing is not taken today. The on-site testing will either be with a manual Skidmore and torque wrench or it will have to wait a few weeks to be done with the computerized Skidmore Model HT 4000 ABF ID 000612 because it is currently being calibrated at Skidmore. I pull samples with METS sampler Scott Croff for the Translab QA testing sample. Note that the material was delivered from the source at LeJeune Bolt Company prior to sampling, testing, and release per CT approval to expedite the work.

INSPECTOR OT REMARK:

2 hours OT: Work in the field on CCO 240 Saddle Divider Plate Blocking (tower) and CCO 185 West Deviation Saddles Housing Cover Plates is a 10 hour shift.